

FEW FIRST CLASS PASSENGERS SAVED

Canadian Pacific Railway Gives List Officially Compiled.

SIR H. SETON-KARR LOST WITH OTHERS

Only Four Women Among First Cabin Survivors, Eight from Second Cabin.

A corrected list of passengers and crew on the Empress of Ireland, issued officially by the Canadian Pacific Railway, gives the total number aboard as 1,267, divided as follows:

First cabin passengers..... 87
Second cabin passengers..... 153
Third class passengers..... 714
Officers and crew..... 413

The following list of survivors, missing and identified dead of the Empress of Ireland is compiled from all available sources:

First Cabin Survivors.

ABROTT, F. E., Toronto.
ADIE, Percy, Birmingham, England.
ADIE, Mrs. Percy, Birmingham, England.
ATKINSON, John.
BURROWS, A. J., Nottingham, England.
BURT, C. R.
CUNNINGHAM, R. A., Winnipeg.
DUNCAN, J. Fergus, member firm of Kimber, Bull & Duncan, solicitors, London.
ESTERHANS, Miss.
FENTON, Walter, Manchester.
GALLAGHER, —.
GAUNT, Miss Doris, Birmingham, daughter of Counsellor Gaunt.
GOSSELIN, L. A., Montreal.
HENDERSON, G. W. S., Montreal.
HYAMSON, L. A., London, England.
KENT, Lionel, Montreal.
KOHLE, Miss Grace, Montreal.
LEE, Miss Alice, Nassau, N. P.
LYON, C. B., Vancouver.
MULLINS, A. E., London.
O'HARA, Mrs. H. R., Toronto.
O'HARA, Miss Helen, Toronto.
PALMER, W. Leonard, on staff of London "Financial News," London.
PATON, Mrs. W. E., Sherbrooke, sister of Frederick Grady, European manager of "The New York Sun."
REYNOLD, E.

First Cabin Missing.

ABERCROMBIE, J. R., Vancouver.
ANDERSON, A. B., London.
AVERDECK, P. C., Manchester.
BARLOW, A. E.
BARLOW, Mrs., Montreal.
BENNETT, Mrs. Hart, Nassau, N. P.
BLOOMFIELD, Mrs. W. R.
BLOOMFIELD, Lieutenant Colonel W. R., Auckland, N. Z.
BRANDON, A. G., Manchester.
CASH, Harwood.
CASH, Mrs., Nottingham.
CAYLEY, J. H., Hamilton.
CAY, Miss C. P., Golden, B. C.
CATHART, Miss Wanda, Montreal.
CULLEN, Mrs. P. W.
CULLEN, Miss Maud.
CULLEN, Master, Toronto.
DARLING, M. D. A.
DUNLEVY, Mrs. F. H., Denver.
EDWARDS, Cox, Yokohama.
GODSON, P. P., Kingston.
GOLDTHORPE, Charles, Bradford, England.
GRAHAM, W. D.
GRAHAM, Mrs. Hong Kong, China.
HAILEY, Mrs. D. T., Vancouver.
HENSENHEIMER, W., Montreal.
HIRST, A., Birmingham.
HOLLOWAY, Mrs. C., Quebec.
HOWES, F. W., Birmingham.
IRVING, Laurence S. B., actor; son of late Sir Henry Irving, London.
IRVING, Mrs. Laurence (Mabel Hackney).
JOHNSON, David, Frederick.
LINDSAY, Dr. Alex., Halifax.
LYMAN, H. H.
LYMAN, Mrs., Montreal.
MAGINNIS, A. G., director of Messrs. Mappin & Webb, London Jewellers, London.
MALLOCH, C. Lardo, B. C.
MARKS, J. Gabriel.
MARKS, Mrs. Sula, Phil.
MILLER, Mrs. St. Catherine, Ont.
MILLIN, Miss F., London.
O'HARA, H. R., Toronto.
PALMER, Mrs. W. L., London.
PRICE, Mrs. H. W., New Zealand.
RUTHERFORD, P. J., Montreal.
SETON-KARR, Sir Henry, London.
SEYBOLD, Mrs.
SMAART, G. Bouge, Ottawa.
STOKER, Mrs. A., Toronto.
TYLER, C. G.
TYLER, Mrs.
TAYLOR, J. T.
TAYLOR, Miss D., Montreal.
TAYLOR, Miss L., Montreal.
TOWNSEND, Miss T., New Zealand.
WAKEFIELD, A. J., Liverpool.
WALLET, Rev. J., London.

First Cabin Bodies Recovered and Identified.

(None as yet.)

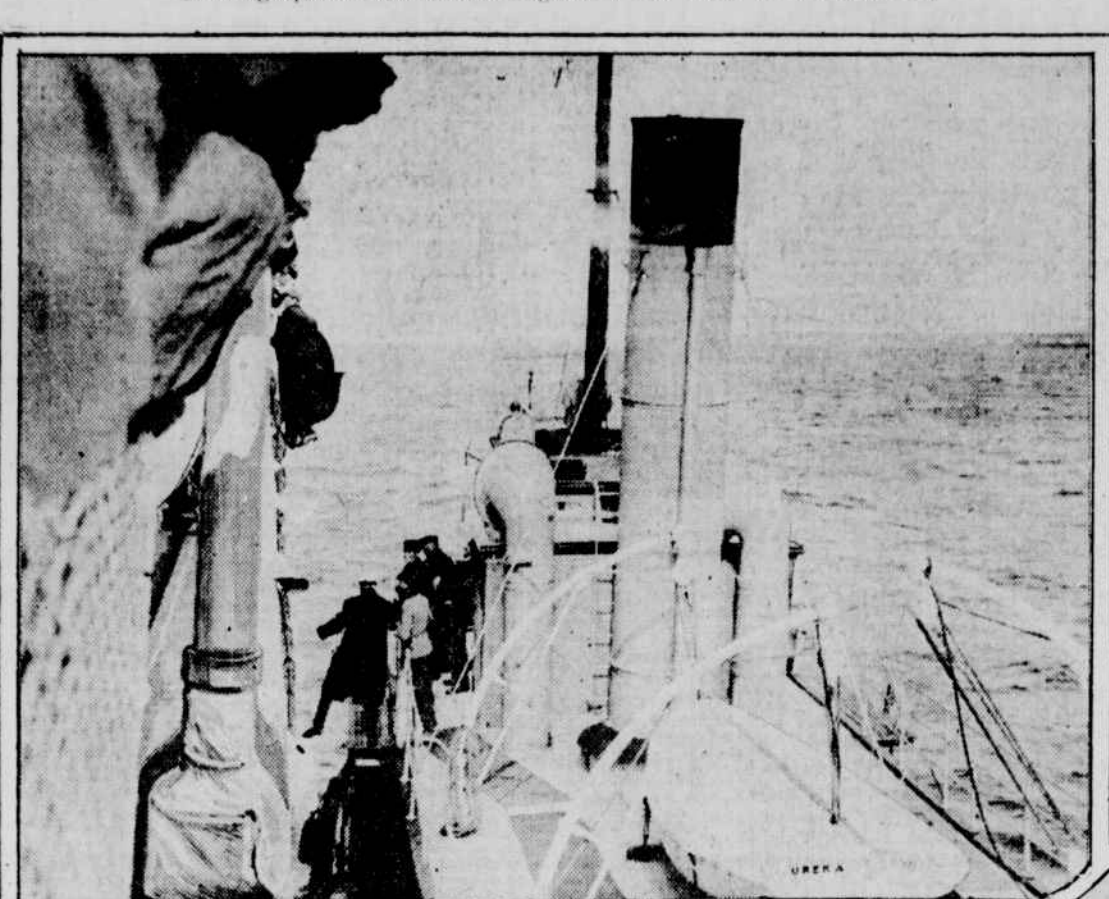
Second Cabin Survivors.

BLACK, J. W., Ottawa.
BLACK, Mrs. J. W., Ottawa.
BUNTHROEN, Alex., Santa Barbara, Cal.
COURT, Miss E., Liverpool, England.
DANDY, J. F., Person, Manitoba.
DAVIES, William, Toronto.
DAVIES, Mrs. William, Toronto.
FRIZINGER, J., Winnipeg.
HUNT, Miss E. de V., Toronto.
JOHNSTON, George, San Francisco, Cal.
LANGSLEY, J. W., Vancouver.
LANGSLEY, Miss M. E., Vancouver.
LAW, Mr. E., Calgary.
LAW, Mrs. E., Calgary.
LAW, Master, Calgary.
LENNON, J., Winnipeg.
LINTON, Miss A., London, England.
MALPINE, A., Montreal.
MATTER, A., Indianapolis.
MOIR, Mrs. Charles, Toronto.
MORGAN, J., Winnipeg.
MORGAN, William, Winnipeg.
SIMMONDS, Mrs. Reginald, London, England.
WEINBAUGH, B., Montreal.

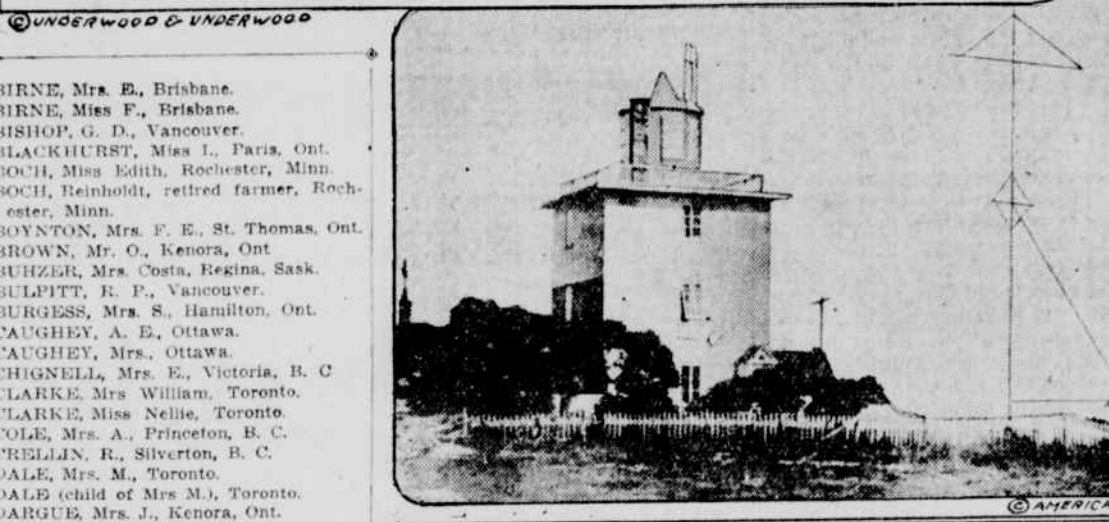
Second Cabin Missing.

ASSAFREY, Miss S. M., Winnipeg.
ATKIN, Miss M., Prince Albert, Sask.
BALCOMB, Miss D., Vancouver.
BALES, Miss A., Toronto.
BARBOUR, Mrs. W., Silverton, B. C.
BARBOUR, Miss Florence, Silverton, B. C.
BARBOUR, Miss Evelyn, Silverton, B. C.
BARKER, Alfred, Saskatoon, Sask.
BARRIE, W., Silverton, B. C.
BAWDEN, Miss Beattie, Hillsboro, Ill.
BAWDEN, Miss Florence, Hillsboro, Ill.
BAXTER, Miss Mary, Toronto.
BEALE, Edward, London, Ont.
BERRY, Miss E., Vancouver, B. C.
BIRKETT, Henry, Carstairs, Alb.
BIRNE, E., Brisbane.

THE EUREKA, A RESCUE VESSEL, ALONGSIDE THE EMPRESS OF IRELAND.
(Photograph taken two weeks ago near the scene of the disaster.)



UNDERWOOD & UNDERWOOD



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WIRELESS STATION AND LIGHTHOUSE AT FATHER POINT.

BALES, Alice (address not given).
BROOKS, Frank, Toronto.
DELAHAY, — (two brothers).
MOOSEJAW, Sask.
FOORD, Ernest, Toronto.
GREEN, Ernest, Toronto.
GREENAWAY, Thomas, Toronto.
GREENAWAY, Mrs. Thomas, Toronto.
GREENAWAY, Herbert, Toronto.
HANNAGAN, Grace (aged eight), Toronto.
JOHNSTON, James, Toronto.
KEITH, Lieutenant Alfred, Toronto.
MCAMMOND, Staff Captain D., Winnipeg.
MCINTYRE, Kenneth, Toronto.
MEASURES, William.
MORRIS, Major Frank, divisional commander of London department, London division, London.
SPOONER, Captain Rufus, Toronto.
TURTIN, Major Richard, manager trade department, Toronto.
WILSON, Captain George, Toronto.
Members of the Salvation Army missing:
BECKSTED, A., Grace Hospital, Winnipeg.
BEST, Captain Gilbert.
BIGLAND, Lieutenant Stanley.
BRICE, Adjutant, matron Hamilton Rescue Home, Hamilton.
CRIGHTON, Major David, of Immigration Department.
CRIGHTON, Mrs. David.
DODD, Captain T., Toronto.
DODD, Mrs., Toronto.
EDWARDS, Adjutant, Men's Social Department, Ottawa.
FINDLAY, Major, Winnipeg.
FINDLAY, Mrs., Winnipeg.
GASKIN, Colonel, field secretary.
GASKIN, —, staff captain, commanding officer, Ottawa.
GROOME, Captain C., England.
HANNAGAN, musician, Toronto.
HAYES, staff captain, commanding officer of Temple Corps, Toronto.
HAWOOD, William.
HOWELL, Major, manager printing department, Toronto.
HOWELL, Mrs., Toronto.
HUMPHREYS, W.
JONES, Ensign Emily, Calgary, Alb.
JONES, T.
KNUDSON, Captain Hannah, Pary Sound, Ont.
LANDING, Mrs.
McGRATH, Captain, staff band, Toronto.
MADIMENT, Colonel, field artillery.
MADIMENT, Mrs.
MALONE, Robert.
MEACHER, G.
MEYERS, Captain James L.
MORGAN, Tilly.
MORRIS, Staff Captain Arthur, Toronto.
NEEVES, Ernest.
PATTON, Ensign Bertram, Toronto.
PEACOCK, Ensign F., Weyburn, Sask.
PERKINS, W.
POTTER, Brig. Scott, financial secretary, Toronto.
REES, Commissioner, Toronto.
REES, Mrs., Toronto.
REES, Captain Ruth, daughter of Commissioner and Mrs. Rees.
SAMAMING, Adjutant, bandmaster, Toronto.
WAKEFIELD, W., Toronto.
WALKER, Brigadier, editor of "Canadian War Cry," Toronto.
WHATMORE, Captain Guido.
And twenty-six members of the staff band—names not given.

Members of the Salvation Army—Bodies Recovered and Identified.

(None as yet.)

The following survivors of the Empress of Ireland include members of the ship's company. None of the names in this list are to be found among the first or second class passengers, and they consequently probably are either unidentified members of the crew or stowaway passengers:

KENDALL, H. G., captain of the Empress of Ireland.
SAMPSON, first engineer.
SWAN, engineer.
GRANT, Dr. J. F., surgeon.
FERGUSON, Ronald, first Marconi operator.
BOMFORD, Edward, second Marconi operator.
JOHNSTON, Dr., chief medical officer.
HAYES, —, chief Marconi operator.
HAYES, Ernest, first assistant purser.
GAARD, A. W., chief steward.
HELM, S. F., ship's bugler.

Members of the Salvation Army—Survivors.

ATWELL, Major, Toronto.
ATWELL, Mrs., Toronto.

DISASTER APPALLS CANADA'S LEADERS

Premier Borden and Sir Wilfrid Laurier Differ as to Possible Prevention.

Ottawa, Ontario, May 29.—The wreck of the Empress of Ireland evoked sympathetic utterances in the House of Commons to-day both from the Premier and from the leader of the Opposition. Mr. Borden, in referring to the appalling loss of human life, said he hoped that the report of the number of lives lost was exaggerated. It was an accident, he said, that could not have been prevented by any action which the country could have taken to render navigation safe.

Sir Wilfrid Laurier, taking a different view, said it was hard to understand why an accident a few miles out could not have been prevented, and he urged upon the government the necessity for a thorough investigation into the loss of the steamship.

"The hand of fate has been heavy against us during the last few months," he said. "This is the third

20-YEAR TERM FOR \$2.75

Robber Sentenced for Fleecing I. W. W. Companion.

The communistic spirit may be all right when it is latent, but, according to Judge Mulqueen, in General Sessions, when it becomes active to the extent of beating a man in order to share his last \$2.75 it is punishable to the extent of about twenty years in Sing Sing. As a consequence one David Shapiro, formerly an active worker in the ranks of the I. W. W., will have just that term behind the bars.

Last April Shapiro was in charge of the Unemployed Union No. 1, at 212 Grand St. Morris Sandler came there and obtained lodging. It was later discovered that he had in his possession \$2.75. Shapiro, with two other I. W. W. workers by the names of Sam Kaplan and Peter Burke, threw a tablecloth over Sandler's head and beat him about the head until he surrendered the money. Kaplan and Burke pleaded guilty.

When Shapiro was convicted he told the judge that he was just a plain working man, whose hardships had made him desperate. It was discovered that he had been convicted twice in Buffalo.

He was sentenced yesterday.

BABY NEEDS \$500 A WEEK

Father Asks Big Sum for Support of Child.

Two thousand dollars a month until she is twenty-one, for the support of his three and a half months' old daughter, Lucille, is asked by Lieutenant Commander Edward E. Spofford, U. S. N., from the estate of her mother, who died on the day the child was born, and from the estate of her grandmother.

Mrs. Spofford left an estate valued at \$50,000, and provided that, with the exception of \$15,000 a year which she left for her husband, the income should be held for her child until it should reach the age of twenty-one. However, the mother made no provision for the support of the infant until it should become of age. Mrs. Elizabeth M. Stevens, the grandmother, died April 17, and left in her will the provision that at least \$15,000 a year should be placed in the credit of Lucille.

The father asked that he be permitted to apply to the support of the child \$3,000 a month from each estate. He said he made the application because he will be called into active service on June 1. Surgeon Fowler commented on the amount and took the matter under consideration.

Warning Against Solicitors.

The Association of Day Nurseries of New York City yesterday issued the following warning:

"We wish it distinctly understood that any person or persons who use the name of the Association of Day Nurseries to solicit money from door to door, or in any public building, are unauthorized and are without the approval of this association. The office of the association is at 106 East 22d st."

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Adoption of Treaty for Maritime Safety May Be Hastened by Disaster.

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"The hull of the Empress of Ireland must have been a mere shell for the ship to have gone down in ten minutes," said Senator Burton, who was one of the American delegates to the London convention that drafted a treaty for safety at sea. The Senator expressed the opinion that if the treaty had been in effect, the hull classification abuse probably would have compelled the owners of the Empress to rebuild her.

"The treaty would not make compulsory the remodeling of existing vessels so as to provide for separate watertight bulkheads," he explained, "but the publicity about the condition of those ships would warn the public not to patronize dangerously constructed ships."

Senator Lewis, who also was a delegate to the convention, declared the great loss of life on the Empress of Ireland would not have occurred had the safety treaty been in force. This treaty is still before a Senate Foreign Relations subcommittee, but may be reported favorably to this full committee next Wednesday.

Secretary Redfield asked Congress to-day for an appropriation of \$15,000 for extra inspectors to enforce laws preventing overcrowding of passengers and excursion vessels. Mr. Redfield suggested to the Cabinet the advisability of a law making it a criminal offense for a captain to operate his vessel at full speed in a fog.

Secretary also said he was preparing to investigate the recent statement of Charles S. Mellen, former president of the New Haven Railroad, that some vessels owned by the railroad were "under boxes."

It was the belief of the marine superintendent of the Luchembach Line, at his office, at 8 Bridge st., said yesterday that nothing was known of the fate of the steamer. With a cargo of phosphate rock she sailed from the west side of the Tampa Peninsula, Fla., May 15, bound for Baltimore. Ship's hatches, painted yellow, which were seen drifting off the Carolina coast, could not have been from the Luchembach, Mr. Potter declared, as there was no yellow paint on the steamer.

It was the belief of the marine superintendent that the ship had come to grief off the coast of Mexico, where it drifted after being disabled in one of the heavy storms that have been prevalent over the Gulf. It might now be on the reefs of Alacran and Arenas, off the coast of Yucatan, he said. The Luchembach carried a crew of twenty-eight.

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Aunt Insists Girl Wife Must Submit to a Separation.

Oyster Bay, May 29.—Mrs. Naomi Clark Noland Liberty will be welcome any time she wants to return to the home of her uncle and aunt, Mr. and Mrs. Robert H. Ingersoll, if she comes alone. There's no effort to "cut her off," according to her aunt to-day.

"No reconciliation is necessary at this time with our niece," she said. "We will gladly receive her any time she wants to come. At this time, however, there will be no room here for her husband. Naomi is but a girl, and is utterly incapable of knowing her own mind with respect to so serious a matter as matrimony."

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Sunday \$3 Excursion to Washington

Via

Royal Blue Line.

NEW JERSEY CENTRAL

READING AND

BALTIMORE & OHIO RR'S

Sundays, May 31 and June 1.

Leave N. Y. 23d St., 11:50 P. M.; Liberty St., 12:01 Midnight Saturdays. Returning leave Washington 4 P. M.

Tickets on sale one week prior to excursion at Liberty St., W. 36th St. and Jersey City Terminals, 245, 379, 1276, 1440, 2081 Broadway, J. Cortlandt St., N. Y. 4 and 24 Court St., Brooklyn. Sale limited for each date.

WRIGHT NOT SURPRISED Says Langley's "Folly" Lacks Essential of Control.

[By Telegraph to The Tribune.] Dayton, Ohio, May 29.—The flight of Glenn Curtiss at Hammondport, N. Y., yesterday in Langley's "Folly," considered at a time when the Wright patent matter is under discussion by aviators, occasioned questioning to-day as to whether the machine might contain parts patented by the Wright Company.

At his home in Oakwood to-night Orville Wright said he had read very incomplete accounts of the flight, but that the Langley machine was of a distinctly different type.

"I recall Langley's machine clearly," he said. "He made his first flight into the Potomac about ten days before we made our first experimental flight at Kitty Hawk, in December, 1903. His machine slid into the water. I am not surprised that a flight in it was made—there was never any doubt about that; but it lacked the essential—the control. The machines built by Voisin, one of which Farnum used in flights abroad, had the same kind of planes, which were satisfactory under ideal conditions, but useless in a wind."

"At the time of his 1908 flight his engine had a lifting power of fifteen pounds to one horsepower. Our engine lifted four times as much."

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SURVIVORS TELL ABOUT EXPLOSION

Empress Would Not Have Sunk So Soon Had Not Boilers Burst.

SPECIAL TRAINS FOR RESCUE OF LIVING

Wireless Again Proves Its Value—Quick Service by Government Operator.

[By Telegraph to The Tribune.] Montreal, May 29.—Stories of the survivors show that following the collision there was an explosion on the Empress of Ireland which completed the wreck of the ship and which undoubtedly was responsible for the sinking of the ship. This explosion probably was caused by the rush of water into the engine room and boilers.

Philip Lawler, of Brantford, Ont., who was rescued, said that almost within a minute after the collision the sea rushed into the hold of the ship and that thereafter the explosions followed. They blew out part of the hull of the ship and hurled many of the passengers into the sea. He lost his wife and a son in the wreck.

Some of those who were rescued were taken to Rimouski, where they were placed on special trains to Quebec. Forty of those brought to Rimouski had been injured in the wreck. They had every care possible from a corps of physicians sent on relief trains.

A rumor current in various quarters to the effect that Captain Kendall was dying proved to have been incorrect. He is in as good condition as could be expected.

A strange story of presentment of disaster is related in connection with the sailing of Miss Mary Wood, of Regina, who was on her way to England. A few days before she boarded the Empress of Ireland she said to her sister that she believed some disaster would happen to the steamship.

"I am sure I will never land in England," said Miss Wood.

Miss Wood's name is not in the list of those rescued.

William Davies, of Toronto, who was rescued, told the story of his experience over the long distance telephone to-night. He and his wife were sleeping when the crash came. The collision hurled them out of their berth.

"We fought our way to the decks," said Mr. Davies, "and then the ship listed and a wave swept across her deck. I felt that the vessel was doomed, and tried to do all I could to save my wife. I turned to where she had been standing and found that she was being carried away by the water. I took hold of her, but she was torn from me by the force of the wave and was washed into the sea. I also was carried into the water. I lost consciousness and knew nothing more until I found myself on the deck of the Eureka. Brandy was being poured down my throat."

W. B. HORNBLLOWER ILL

Jurist's Condition Alarms Family—Gradually Sinking.

Judge William B. Hornblower, of the Court of Appeals, was reported last night to be seriously ill. He has been a sufferer from chronic indigestion for weeks past, but the recent failure to respond to stimulants has caused his family the greatest uneasiness.

It is also said that he was stricken with a slight attack of paralysis several weeks ago. So serious was the state of his health that he was brought to this city from Albany three weeks ago and then taken to his summer home at Litchfield, Conn.

B. Altman & Co.

will hold, on Monday and Tuesday, June 1st and 2nd,

A Remarkable Sale of Japanese Art Screens

in most effective designs and colors and especially desirable materials, at extraordinarily low prices.

B. Altman & Co.

have in course of preparation

An Eventful Sale of

Women's Cotton & Linen Dresses, Suits and Separate Skirts

which will offer remarkable price advantages.

Details of this Sale will be announced to-morrow (Sunday).

FURS, RUGS AND DRAPERIES STORED IN VAULTS ON THE PREMISES

(Telephone 7000 Murray Hill)

5th Avenue, 34th and 35th Streets, New York.</